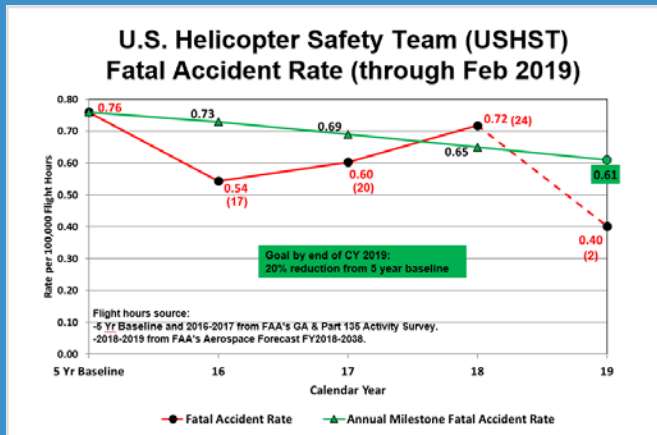




Safety Report

USHST Goal: Reduce the U.S. helicopter fatal accident rate 20% by the end of 2019 (20% by 2020)



In CY 2019, the U.S. helicopter industry has experienced 5 fatal accidents and 8 fatalities occurred.

WPR19FA071

CEN19FA072

ERA19FA118

WPR19FA091

CEN19FA095

The NTSB #s in **RED** occurred since the end of February!

CICTT Occurrence Codes

Unintended Flight in IMC (UIMC)

Usage Notes:

- May be used as a precursor to CFIT, LOC-I (Loss of Control – Inflight) or LALT (Low Altitude Operations).
- Applicable if the pilot was flying VFR and inadvertently in IMC.
- Only to be used when loss of visual references is encountered.
- Only to be used if pilot not qualified to fly in IMC and/or aircraft not equipped to fly in IMC.

Industry

Personal / Private

Get plugged in to the FAA Safety Team for your regional helicopter safety events!



Outreach



HELICOPTER SAFETY ALLIANCE
SAFETY FOR SMALL OPERATIONS

Las Vegas Regional Helicopter Safety Stand-Down

March 29 @ 7:30 AM - 4:00 PM

USHST Helicopter Safety Enhancement (H-SE)

H-SE 127A is Training for Recognition/Recovery of Spatial Disorientation. The H-SE calls for the industry to develop training for recognition of spatial disorientation and recovery to controlled flight. The training developed should emphasize the use of all available resources installed on the aircraft (to include automation, such as increased use of autopilot).

Within the UIMC dataset, there were five accidents where a pilot's incapacitation by spatial disorientation was either the cause or a contributing factor to the accident. This H-SE proposes education initiatives and use of SD simulation as part of the helicopter simulator training sessions.

Bad Weather and Helicopter Safety

Per the USHST fatal accident dataset, Unintended Flight in IMC (UIMC) accounted for 16% (17) fatal events for calendar years 2009 - 2013. The preliminary accident data reviewed for 2014 - 2018 was comparable.

UIMC typically leads to an emergency condition when the aircraft inadvertently transitions from visual meteorological conditions (VMC) into instrument meteorological conditions (IMC).

Bottom-Line: If you encounter a degraded weather conditions while flying please make the better, safer, choice. Perform a precautionary landing to avoid UIMC.

If you enter UIMC, you must immediately commit to the instruments and perform the proper recovery procedures. When able declare an **EMERGENCY** with ATC.



Days since last U.S. Fatal Helicopter Accident: CEN19FA095

7 | **19** | **19** | **35**
DAYS | HOURS | MINUTES | SECONDS

March 10, 2019

Each year the U.S. helicopter industry safely flies more than 3.2 million flight hours and every second of every flight must be handled with professionalism.

The USHST strongly encourages aviation safety professionals to review NTSB accident reports with emphasis on the Accident Analysis, Probable Cause, Findings and Recommendations.

Other resources available to defend against UIMC:

- ✓ [That Others May Live](#)
- ✓ [Degraded Visual Environment and Loss of Control](#)
- ✓ [Land and Live Critical Decisions](#)
- ✓ [178 Seconds to Live!](#)
- ✓ [Flying Blind](#)

